



# **American Recovery and Reinvestment Act of 2009**

## **Implementation of P3s in Transit** *July 8, 2009*

Robert J. Tuccillo  
Chief Financial Officer  
Federal Transit Administration



# Purposes of Legislation

## ➤ **Recovery**

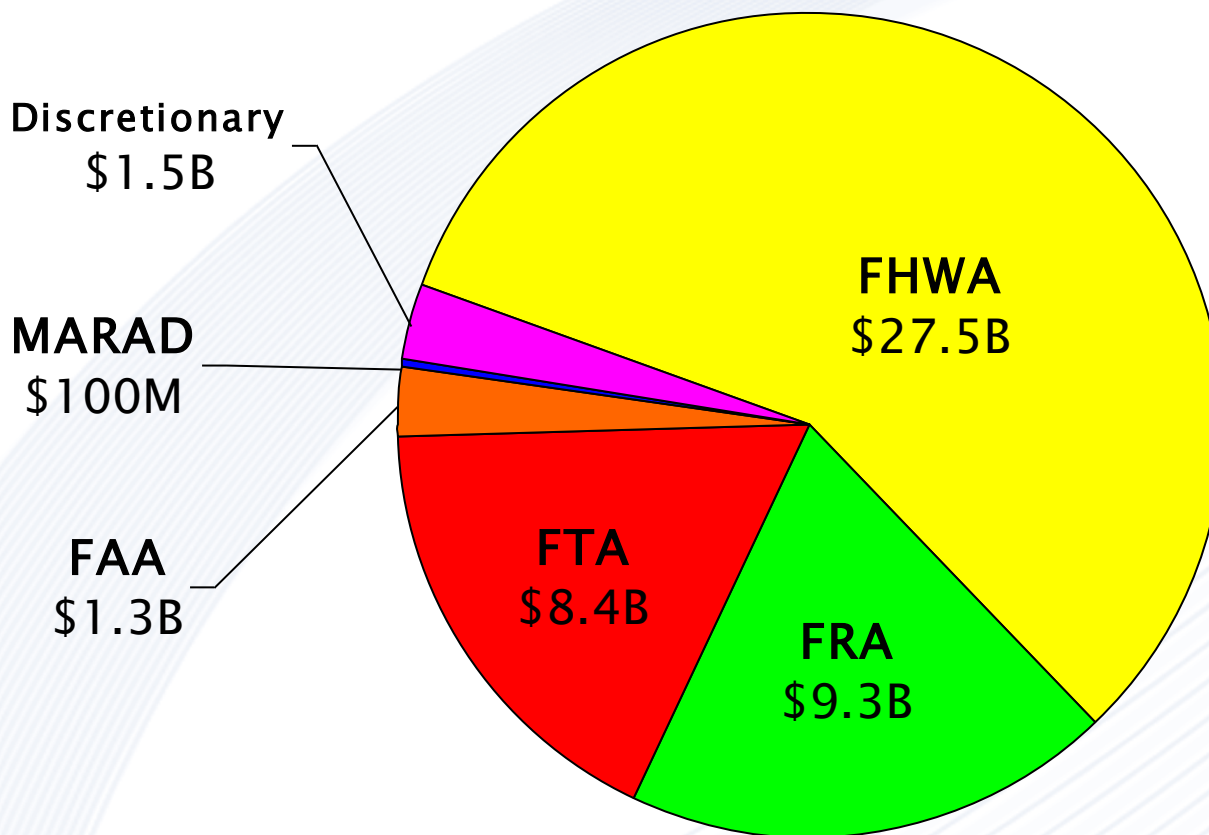
- Maintain and create jobs
- Provide cash to strapped State and local economies

## ➤ **Reinvest**

- Build and repair infrastructure



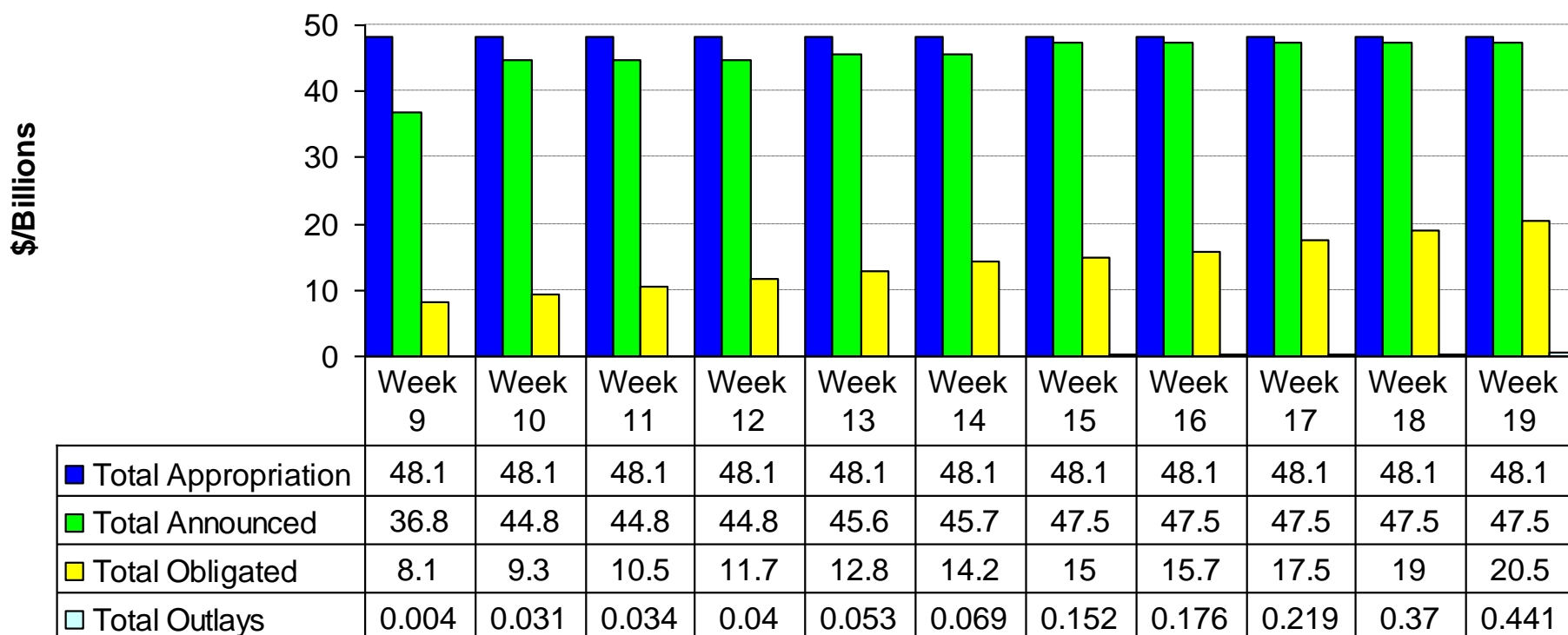
# ARRA Transportation Funding



**Total DOT Funding: \$48.1 Billion**



## DOT'S OVERALL PROGRESS AS OF JUNE 26<sup>th</sup>





# IMPLEMENTATION STRATEGY

## ➤ CREATION OF TIGER TEAM

- Secretary LaHood creates **Transportation Investments Generating Economic Recovery (TIGER) Team** to oversee **successful implementation of ARRA.**
- Co-chaired by Deputy Assistant Secretary for Transportation Policy and the Deputy Assistant Secretary for Budget and Programs.
- Mission of the team is to ensure:
  - Recovery Act funds **delivered quickly and legally**
  - Recovery Act funds **tracked and monitored consistently**
  - Progress Reports provided **regularly and are transparent.**





## TIGER TEAM CONCEPT

- **Broad range of responsibilities** covering all aspects of implementation.
- **Non-voluntary membership**
  - Federal Highway Administration (FHWA)
  - Federal Aviation Administration (FAA)
  - Federal Transit Administration (FTA)
  - Federal Railroad Administration (FRA)
  - Maritime Administration (MARAD)
  - Office of the Secretary (OST)
- **... as well as members from the offices of the Assistant Secretary's for:**
  - Transportation Policy
  - Budget and Programs
  - Administration
  - Governmental Affairs
  - Public Affairs
  - Information Technology
  - Staff from **other parts of the Department** have also offered help and assistance.



# MAKING THE TIGER TEAM CONCEPT WORK

## ➤ **EARLY DECISIONS**

- Created a Share Point internal collaboration site **solely for ARRA implementation** issues. Site includes:
  - Legislative reference materials (bills and reports)
  - Official OMB guidance documents
  - Internal instructions
  - Training materials
  - **Interactive calendar** to track both Congressional and OMB deadlines.
    - Calendar has been essential for ensuring all dates are met and accountability for deliverables is clear.



## MAKING THE TIGER TEAM CONCEPT WORK (continued)

- Initial TIGER Team meetings pointed to the need **for sub-groups assigned to address specific implementation issues/problems** and then report on recommendations/progress back to full TIGER Team.
- **Stewardship groups were established** to meet this need.
- Stewardship groups work through **technical details and bring final recommendations on next steps** back to TIGER Team.





# MAKING THE TIGER TEAM CONCEPT WORK (continued)

- **Stewardship Groups**
  - **Data Management** – tackles all grant related reporting issues using information from separate grant systems in the Operating Administrations (FMIS, TEAM, and SOAR)
  - **Financial Assistance** – works with issues pertaining to grants, procurement, and contracting across the Department.
  - **Communications and Governmental Affairs** – focuses on announcements, events and press releases.
  - **Financial Management** – ensures consistent financial reporting of all financial data from the moment of apportionment through final disbursement.



## MAKING THE TIGER TEAM CONCEPT WORK (continued)

- **Information Technology** – supports the TIGER Team Share Point collaboration Site, manages the technical support for mapping processes, and keeps websites updated with current information.
- **Jobs Counting and Reporting** – working with the White House Council of Economic Advisors in developing a jobs counting and reporting methodology that is understood and can be implemented.
- **Risk Management** – uses proven risk management strategies similar to those developed for implementing the Federal Financial Management Integrity Act (FMFIA) to ensure that processes being used implementing ARRA are developed with proper internal controls from the beginning.



## MAKING THE TIGER TEAM CONCEPT WORK (continued)

- **Executive Accountability Board** – provides a link back to the TIGER Team with the **Office of the Inspector General and Government Accountability Office**
  - Meets with GAO and OIG bi-weekly
  - TIGER Team shares progress reports and challenges
  - OIG and GAO share oversight and review plans and focus areas for the future
  - Keeps dialogue open and constructive
  - Provides for insight into overall accountability effort chaired by OIG Delaney



## Transit Funding in ARRA

Program	Funding
Urban Formula	\$5.97 B
Non-Urban Formula	\$760 M
Fixed Guideway Modernization Formula	\$742 M
New Starts / Small Starts	\$742 M
Tribal Grants	\$17 M
Discretionary Energy Program <b>[new]</b>	\$100 M
Discretionary Multimodal Program <b>[new]</b>	[\$1.498B]
Administration / Oversight	\$64 M
<b>Total (Transit Only)</b>	<b>\$8.4 Billion</b>

Note: Program totals adjusted for Administration and Oversight





## ARRA Obligation Timetable

	Funds Apportioned	Obligate half of funds or unobligated part of half is redistributed	Redistribute all funds remaining unobligated	All funds must be obligated or returned
<b>FHWA</b>	3/2/10	6/30/09 120 days	3/2/10	9/30/10
<b>FRA</b>	2/16/09	Various High Speed Rail and Amtrak funding deadlines		
<b>FTA</b>	3/5/09	9/1/09 180 days	3/5/10	9/30/10
<b>FAA</b>	2/16/09	6/17/09 120 days	2/16/10	9/30/10



## **Key FTA Provisions**

- No waiver of FTA program requirements (planning/NEPA/Buy America/Labor Protections)
- 100% Federal share, except New Starts
- Primarily capital; up to 10% operating
- Cannot mix Recovery Funds with other funds
- Certain ARRA highway funds can be flexed to transit
- New grant obligation deadlines apply



# ARRA Transit Formula Programs

- **Urbanized Area Formula (\$5.97 B)** – Allocated to Urbanized Areas using Section 5307 formula  
(Excludes Transit Intensive Cities Tier)
- **Non Urbanized Formula (\$760 M)** – Allocated to States using regular Section 5311 formula
- **Fixed Guideway Modernization (\$742 M)** – Allocated to Urbanized Areas using regular Section 5309 FGM formula – Tiers 1, 2, 3 and part of 4



# ARRA Transit Discretionary Programs

- **Major Capital Investments (\$742.5M)** - FTA focus on projects “under construction or able to obligate funds within 150 days”
- **Tribal Transit (\$17M)** - Competitive solicitation and selection using existing procedures; capital projects only
- **Energy Program (\$100M)** - Competitive solicitation and selection; based on new procedures and criteria to be announced soon





# Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER)

- **\$100 Million**
- **Grants for capital projects that either:**
  - Reduce energy consumption of the transit agency, or
  - Reduce greenhouse gas emissions of the transit agency
- **Application Procedures** - Published in Federal Register and posted on website.



## **New ARRA Multimodal Discretionary Program**

- Capital investments in surface transportation infrastructure
- \$1.5 billion competitive grant program
- Projects with significant impact on Nation, metro area, region
- Grant awards: \$20 million to \$300 million
- Up to 100% Federal share



# **New ARRA Multimodal Discretionary Program**

## **➤ Eligible Projects**

- Highway or bridge projects (Title 23)
- Public transportation projects (Title 49)
  - Public transportation projects, including investments in New Starts or Small Starts projects
- Passenger and freight rail projects
- Port infrastructure investments
  - Projects that connect ports to other modes of transportation



## **Project Vetting Certification**

- Projects have been vetted and are good investments of ARRA funds
- Gov't wide Requirement - must be received prior to award
- FHWA/FTA projects must be listed in STIP with ARRA as funding source





## **Accepting ARRA Funds**

- Governor accepts ARRA funds and will use them to create jobs and promote economic health
- Applies Government wide – all agencies and programs
- Due April 3, 2009
- State legislature may accept if Gov. declines ARRA funds



## **DOT Reports to Congress**

- Reports to Congress due 90 days, 180 days, 1 year, 2 years, and 3 years after enactment
- Requires financial and progress information at project level (sub-awards and contracts)
- DOT/FTA still working out logistics



## **NEPA Reports to Congress**

- Status report to Congress on NEPA compliance for ARRA projects
- FTA will use TEAM environmental findings to extent possible
- May require additional reporting from applicants/grantees



## **GAO/OIG ARRA Activities**

- April GAO report on use of funds
- Based on review of 16 States & D.C.
- Focus on transparency, accountability, and communication improvements (directed mainly to OMB)
- DOT/OIG report on management challenges focuses on 10 key areas
- DOT prepared action plan that addresses 10 key focus areas





## CURRENT CHALLENGES

- Constant reporting requirements (currently 8 reports per week).
- Advancing mapping capabilities.
- **Web-site refreshing and posting of current information.**
- **Refining jobs methodology** in preparation for the first report in May.
- Continued **communication with Congress** on progress.
- **Risk management strategy** is on-going. Will remain a challenge and a priority.
- **Continued outreach** both internally and externally on ARRA.